

LINCOLN/ LANCASTER COUNTY STAFF REPORT

Comprehensive Plan – Draft of February 6, 2002

DATE: March 7, 2002

PROPOSAL: Adoption of the February 6, 2002 draft of the new Lincoln City-Lancaster County Comprehensive Plan.

APPLICANT: Kathleen Sellman, Director of Planning

CONTACT: Lincoln/Lancaster County Planning Department
555 South 10th Street
Lincoln, NE 68508
(402) 441- 7491

The February 6, 2002 draft of the Comprehensive Plan is the result of over one year of intensive public comment and work by several citizen groups. Principally, the draft was determined by the Comprehensive Plan Committee over the course of several meetings in January 2002. The Director of Planning is submitting and recommending adoption of this document to replace the 1994 Comprehensive Plan for Lincoln and Lancaster County, as amended.

Comparison to Current Comprehensive Plan

The following is a comparison of some of the major changes between the current Comprehensive Plan and the proposed Plan:

- C Projects higher population growth rate than the current Plan – increasing the growth rate by nearly 50%
- C Provides for Development in several new drainage basins: Stevens Creek, Haines Branch, and Cardwell Branch - new frontiers for Lincoln
- C Takes a longer Long Range Vision for urban growth than the current plan, with time frames of 25 to 50 years and beyond
- C Expands growth area concepts through the introduction of three growth tiers
- C Takes a “fresh look” at the whole Plan – not merely an update of the current Plan
- C Calls for more aggressive road construction program, supported by a fiscal program and tempered by a recognition for additional study where the community has sought it
- C Introduces a new community form and associated policies to encourage more mixed uses, more housing options, greater pedestrian orientation and more efficient use of the land
- C Puts in place new procedures for measuring growth and Plan principles and for updating the Plan as needed

- C Simplifies the policies for encouraging expanded commercial and industrial opportunities as well as identifying several new major commercial and industrial centers
- C Seeks to identify industrial sites outside of flood prone areas
- C Introduces four new chapters on Lincoln's economic future, information technology, the regional context of planning, and natural resources features
- C Factors in the plans and development perspectives of Lancaster County's 12 incorporated cities and villages and the surrounding counties
- C Establishes a rural acreage policy that supports the community's vision for the effective use of infrastructure and public funds, reflect the State's agrarian history, builds upon natural features, and respects the provision of public services
- C New financial resources proposals to balance the needs for improvements for new growth and for maintenance funds in existing neighborhoods

Major Themes from the Draft Comprehensive Plan

- U Continued Growth with Multiple Development Opportunities** – The community has long supported growth and new development. New construction is essential for the city's and county's economy by attracting new jobs, retail opportunities, and places to live. The proposed Comprehensive Plan recognizes and fosters continued expansion by using a higher population growth rate than the present Comprehensive Plan and by its policy of multi-directional growth.

The 1.5 percent annual population growth rate of the proposed Plan is nearly fifty percent higher than the rate of the current Comprehensive Plan. The community also strongly supports growth in many directions around Lincoln. In addition to the community's endorsement of multi-directional growth as part of this planning effort, the citizens of Lincoln have long shown support for this approach through the purchase of homes in the northeast, southeast, northwest, south, and southwest. Multi-directional growth has and will continue to be the most efficient way to maximize the community's investment in roads, utilities, and other public and private services.

- U Fiscal Responsibility:** Plans should be based on fiscal realities. The Plan proposes to double the size of Lincoln over the next 50 years. The area identified for development in the first 25 years (termed "Tier I") provides a large area for growth, *but can only be developed if the community significantly expands the amount of revenue for infrastructure construction.* The plan proposes a combination of options that include increased utility rates, impact fees, and establishment of a new stormwater utility (as a division of Public Works and Utilities.) These steps are necessary in order to have the financial resources available to provide for continued growth and maintenance.
- U Balance:** The Plan balances many differing interests. It provides for economic development, but with respect for the natural environment. Provides many areas for new development while maintaining existing neighborhoods. Provides for over \$1.4 billion worth of new road improvements, while respecting the natural and built environment. Recognizes the continued

dominance of the automobile while encouraging pedestrians, trails, and transit alternatives. Provides for acreage development while respecting the agricultural uses and the natural environment and minimizing the fiscal impact on County services such as roads, schools and water.

U Continuity of Key Development Policies: The Plan continues key principles such as contiguous development, extension of utilities to property only within the city limits, sanitary sewer service based on drainage basins in order to manage growth efficiently, and keeping a single school district within Lincoln. These policies have been in place for over seven decades. They have established the quality of life Lincoln and Lancaster County know today.

The February 6, 2002 draft of the Comprehensive Plan is the result of a significant amount of work by various citizen groups and thoughts and comments from the public through workshops, surveys and public hearings. The following is a list of the various ways of public participation:

1. **Comprehensive Plan Committee** – A 14 member committee that met for over a year and reviewed the draft plan, page by page, in January 2002.
2. **Mobility and Transportation Task Force** -- A 15 member task force that was instrumental in drafting the Future Mobility and Transportation section of the plan.
3. **Economic Futures Task Force** – This 16 member group reflected a diverse range of business, educational and political interests. They were instrumental in setting the Plan's fundamental economic growth philosophy, establishing the basis for projecting the Plan's assumptions for future commercial and industrial land requirements, and offering policy guidance on the continued evolution of the area's economy.
4. **Stevens Creek Basin Initiative Task Force** – The work of this 17 member task force preceded the preparation of the proposed Comprehensive Plan. This group was charged with the task of developing conceptual planning guidelines for the Stevens Creek drainage basin. These planning guidelines were then employed by the community and the Comprehensive Plan Committee in formulating the proposed Plan.
5. **Infrastructure Financing Study Advisory Committee** -- A 9 member committee that drafted many of the principles and recommendations in the Financing Resources section of the Plan.
6. **Greenprint Cabinet** – The natural resource principles embodied in the proposed Plan were initially conceived by this group. The Greenprint Cabinet was composed of ten natural resource experts. The members of the Cabinet have a long standing knowledge of the County's key environmental features and of the relationship of these features to the built environment.
7. **Groups and Organizational Meetings** – Numerous meetings were held with members of local minority populations (including translators and translated materials), special interest groups, and community organizations during the preparation of the proposed Plan.

8. **Electronic and Digital Technology** – A concerted effort was made to utilize available electronic and digital technologies in reaching out and listening to the community. This included extensive use of city-county television cable services, phone-in comment lines, and the Internet.
9. **Public Workshops** – Hundreds of people attended workshops held in January, May, August and November and provided the ideas behind many ideas such as multi-directional growth, acreages, and transportation. In addition, specific workshops were held on Transit and on Pedestrian/Trail issues.
10. **Public Surveys** -- Two telephone surveys, of over 700 people each time, were conducted on the public's attitudes on growth, environment and transportation.

The following is a summary of the February 6, 2002 draft of the Comprehensive Plan. The Plan is divided into three sections: 1) Vision Statement, 2) Existing Conditions and 3) Future Conditions. The vision statement provides the overall goal for the Plan. The Existing Conditions generally summarizes the current status of the City and County in 16 categories. Those same 16 categories are then explored further in the Future Conditions section. The following is a summary of the highlights from the Future Conditions sections:

The Region & The People

U The proposed Plan sets in place a process for seeking a greater understanding of the planning and economic growth issues of concern to the City of Lincoln, Lancaster County, the Omaha metropolitan area, and southeastern Nebraska.

U Plan based on population annual growth rate of 1.5%. There has been considerable discussion on the projected growth rate. The historical trend has been as follows:

U	<u>Lancaster County's Population</u>		<u>County Growth Rate</u>
	C	2000	250,291
	C	1990	213,641
	C	1980	192,884
	C	1970	167,972
			* in the 1990's – 1.6 %
			* in the 1980's – 1.0 %
			* in the 1970's – 1.4 %
			* over the past 20 years -- 1.31 %
			* over the past 30 years -- 1.34 %.
			* over the past 40 years -- 1.20 %.

U By Year 2025 an additional 113,000 persons in County, of which approximately 103,000 persons and 42,560 more dwelling units would be in Lincoln (According to the 2000 Census: there were 250,291 persons in Lancaster County and 225,581 in Lincoln.) The Plan assumes that Lincoln will continue to be approximately 90% of the County population as historically has been the case.

U The population of Lincoln and Lancaster County will become increasingly more diverse. Overall southeast Nebraska communities will become more interconnected and there should be a greater emphasis on acknowledging the plans of other counties and forging new regional cooperation.

Community Form

U The Plan is based on the new “**Comprehensive Plan Vision**” drafted by the Comprehensive Plan Committee. The vision includes continuing the “One Community Vision” for future growth, focus on Quality of Life Assets, importance of providing for Economic Opportunity, leadership in Environmental Stewardship, emphasis on Downtown Lincoln as the Heart of Our Community, and the need for continual interaction between the Comprehensive Plan and the Citizens.

U Guiding Principles for Community Form include

- C** Balance growth areas – provide infrastructure throughout Lincoln to continue multi-directional growth
- C** Provide new locations for commercial and industrial growth throughout Lincoln
- C** Balance fiscal demands for improvements between new and existing neighborhoods
- C** Balance between providing for acreage residential and continuing agricultural practices
- C** Provide land for development outside of the floodplain in new growth areas

U **Multi Directional Growth:** Based on numerous public meetings, there is significant community support for multi-directional growth. There are also many benefits to the market and public sector. Multi-directional growth provides developers many different opportunities for land acquisition and development, rather focusing all of the competition in just one area. It also is a benefit for the transportation system to spread new development throughout the community rather than focusing it all in one area. Multi-directional growth makes better use of public investments in utilities and roads, such as using capacity of the West Beltway (Highway 77) and of Interstate 80 to the north and northwest.

U The recent trend has been for growth in multiple directions. The community has experienced significant new growth and subdivisions in various directions such as:

	<u>Direction</u>	<u>Examples of Subdivisions</u>
C	Northwest	Ashley Heights, Fallbrook, Hartland Homes Northwest, Highlands
C	North	North Creek, North Hills, Northridge Heights, Stonebridge Creek
C	Northeast	Morning Glory Estates, Northern Lights, Regent Heights, Prairie Ridge
C	Southeast	Edenton South Heights, Hartland Homes East, Preserve, Vintage Heights
C	South	Aspen, Pine Lake Heights, Stone Ridge, Vavrina Meadows
C	Southwest	Folsom Ridge, Lee’s Place, Timber Ridge, Timber Valley

U In order to provide for long range planning beyond 50 years, the draft Plan establishes three ‘Urban Growth Tiers.’ The first two tiers provide **over 83 square miles for future urban growth** during the next 50 or more years -- more than doubling in the size of Lincoln. Tier III, for very long term growth, covers an additional 98 square miles.

U Infrastructure planning, such as the sizing of utilities, will be based on the Tier I and II since many of the utility lines can last over 50 years.

U More than **32 square miles** of land (20,480 acres) **is in Tier for the year 2025**. After removing existing uses, such as golf courses, acreage residential subdivisions, schools, and parks from the 32 square miles, there is approximately 23 square miles (14,720 acres) of land available for future development during the 25 year period.

U There is sufficient land in Tier I to accommodate future growth based on current development standards. Expanding the area further would add to the cost of infrastructure. Based on the current financing structure, it will be difficult for the community to afford to provide water, sewer and roads to the Tier I growth area as proposed. The road system alone is over \$340 million short of providing for the Tier I planned roads. The Plan proposes looking at utility rate increases, impact fees, and other measures to address the funding imbalance. Expanding the Tier I growth area would increase infrastructure costs to serve the same population for the Year 2025.

U It would be a misconception to assume that all the new development will occur on land designated as Tier I. However, within the existing city outside of Tier I, many subdivisions are still under development with significant vacant land. As of January 1, 2001, there were approximately 10,900 unbuilt, approved dwelling units in preliminary or final plats outside of Tier I, inside the current city limits. There was the potential for another 4,400 dwelling units on land yet unplatted inside the city limits as well. The Plan also assumed a minor amount of new development in the Downtown area, with 1,500 new dwelling units in Downtown, Antelope Valley and other redevelopment areas (about 62 units a year -- less than 4% of the total new dwelling units.) In total, there is **the potential for approximately 16,800 dwelling units already inside the city limits.**

C Outside of Tier I there are many subdivisions with substantial unbuilt development, such as Vintage Heights, Vavrina Meadows, The Preserve, Hartland Homes East 1st, and North Hills. In addition, some subdivisions had no occupied homes in them as of January 1, 2002, such as Fallbrook, Ashley Heights and Stone Ridge.

U Tier I will not be unchanged or “frozen” until the Year 2025. On Page F 34 of the February 6th draft it states

“The Plan’s premise is that within the next ten years, if the anticipated growth expectations occur, additional areas from Tier II will be added to Tier I. Such change would include amending the Future Service Limit accordingly to reflect the new 25 year planning time frame. For example, in the year 2009, an update of the plan could be completed, with a future service limit for the year 2035, and the Tier I and II areas changed accordingly.”

U Another misconception is that the draft Plan is based on a greater density than we have today in suburban areas. A “typical” density of 3 dwelling units per total acre was used to estimate land requirements in Tier I. This is the current density of suburban areas in Lincoln. The Plan encourages greater utilization of infrastructure by the construction of more commercial space and more dwelling units per acre in newly developing areas.

U Population Density Per Square Mile

	<u>Year</u>	<u>Area</u>	<u>Population</u>	<u>Persons Per Sq. Mile</u>
C	1970	49.6	149,518	3,013
C	1980	59.5	171,932	2,892
C	1990	63.4	191,972	3,030
C	2000	75.3	225,581	2,997
C	2025	120.1	327,306	2,725 (Projected)

(Growth is based on expansion from January 1, 2001 to Jan 1, 2025- 24 years. The expansion of 45 square miles is due to the addition of Tier I (32.3 square miles) plus an additional 12.6 square miles which is outside of Tier I and the current city limits, which is also deemed unavailable for development, such as land in the floodplain, Wilderness Park and Pioneers Park.)

- U To maximize efficiency and to provide predictability to infrastructure construction, “priority” areas for infrastructure development are established within the Tier I growth area. The three proposed priority areas within Tier I are intended to provide both private developers and the public some certainty as to where infrastructure will be constructed next. It also provides that the community, through the adoption of the priority areas in the Plan, directs where the infrastructure should next be built.

The Economy and Business & Commerce

- U The proposed Plan recognizes the changing nature of the community’s economic foundation and of the expanding role to be played by information technology in the future.
- U Sets a Commercial and Industrial Strategy in order to have a balance between providing for **flexibility** for marketplace and **predictability** for homeowners and infrastructure planning
- U Provides eight New Commercial/Industrial Centers in Lincoln in the general vicinity of:
 - C South Beltway & S. 33rd Interchange
 - C West Beltway (Highway 77) & Warlick Blvd. Interchange
 - C Interstate 80 & N. W. 48th Street Interchange
 - C Highway 34 & N. W. 27th Street Interchange
 - C Interstate 80 & N. 56th Street Interchange
 - C Cornhusker Highway & N. 70th Street
 - C N. 84th Street and Adams Street
 - C O Street & 98th Street
- U Provides for an additional 2,400 developed **industrial** acres based on 2.5% industrial employment growth rate. New industrial areas are identified outside of the floodplain and near major roadways. This is an 86% increase over the present 2,770 developed acres.
- U Provides for over 21 million occupied square feet of **commercial** floor area based on 2% commercial employment growth rate. This is a 64% increase over the present 33.3 million square feet. Commercial and industrial employment growth rates have historically been higher than the population growth.
- U Balances economic development and environmental stewardship. New business areas are identified for development, but they are outside of sensitive environmental features and floodplains.

Environmental Resources

- U Focus on Core Imperatives for the Environment
 - C Saline and Freshwater Wetland preservation
 - C Preservation of Native Prairies
 - C Preservation of Riparian, Floodplains and Stream Corridors

- U Greenprint Challenge provides for various levels of green space varying from what can be seen from the “kitchen window” to large parks to ecological areas. Implementation Principles include:
 - C Identification of valuable areas
 - C Interconnection is critical to biological world
 - C Inspire Diversity of plants and animals
 - C Integration of green space into built environment
 - C Incentives for natural resource preservation
- U Proposes Future Greenways throughout the County, including the Salt Valley Heritage Greenway which would
 - C Provide an interconnected system of green space in Lancaster County
 - C Connects existing greenspace of Wilderness Park with new greenways in Stevens Creek and beyond
 - C Extend the greenway south of Wilderness Park to Roca and Hickman

Residential

- U Principles for Existing Neighborhoods
 - C Emphasis on preservation of existing single family uses
 - C Encouraging new development that is compatible with the existing neighborhood character
- U Principles for New Neighborhoods include emphasizing
 - C Mix of office, retail and service uses
 - C Mix of housing types -- single family, townhomes, apartments, elderly housing
 - C Pedestrian orientation and multiple vehicular connections
- U Principles for Acreage Residential
 - C Continues current ratio that approximately 6% of the County population will live on acreages outside of small towns and Lincoln
 - C Different regions of the county have different suitability for acreage development. Proposes three different types of regions and densities for acreages based on the characteristics of the general area.
 - C New acreage development is not encouraged in the future growth areas of Lincoln.
- U Encourages preservation of areas for continued agricultural use.
- U Encourages residential, commercial and industrial development in incorporated towns.

Utilities

- U Continues the policy that the City of Lincoln shall provide water and waste water service only to properties located within the corporate limits of the city. This policy provides for contiguous growth, allows for efficient long range planning and cost effective construction and management of the system.
- U Continues the policy that the City’s wastewater collection system, in general, will continue to be a gravity feed system designed to accommodate urbanization of drainage basins and sub-basins. This system encourages orderly growth within the natural drainage basin boundaries.

- U Encourages Comprehensive Watershed Management approach to properly manage floodplains and development, including the creation of a new stormwater utility as a division of the Public Works and Utilities Department.

Mobility and Transportation

- U Expands the role of pedestrians, bicycles, trails, and public transportation in the Comprehensive Plan and the development process. Encourages the creation of new standards and processes for ensuring that these forms of mobility are considered as the Plan is implemented.
- U Contains a long range transportation plan meeting Federal transportation goals and planning requirements.
- U Addresses the function and future of Downtown parking as an element of the transportation planning process.
- U Calls for \$1.446 billion in City street improvements over a twenty five year period to support projected urban growth. (Not included in this total are additional funds to be spent by the Federal, State, and County for road enhancements during this time frame.) Revenues from known sources to pay for the City street improvements are projected to be around \$1.1 billion over this period. The anticipated \$346 million funding gap is expected to be made up through additional discretionary Federal and State funds, impact fees, and other possible local sources of funding.
- U Outlines an “Intelligent Transportation System” (ITS) approach for incorporating technological advances into the operation of the street system.
- U Describes a systems management strategy for monitoring the on-going performance of the street network.
- U Further integrates railroads, airports, and goods and freight movement into the planning process by acknowledging their contributions and needs within the overall transportation system.

Information Technology, Community Facilities & Education

- U Supports the efforts of the Mayor’s Technology Council to maintain, expand, and enhance the community’s information technology infrastructure.
- U Provides for several more fire station locations to serve new development.
- U Notes the importance of maintaining existing schools while providing for new schools to support growth areas. Preliminary review indicates that Lincoln Public Schools will need to build more than ten new schools to accommodate growth.
- U Continues to stress the importance of preserving and promoting historic & cultural resources

Financial Resources

- U Provides new principles for financing improvements. Stresses the need for a balance in order to provide improvements in both new and existing neighborhoods, while keeping up with maintenance needs.

- U The plan proposes a combination of options that include increased utility rates, impact fees, and establishment of a new stormwater utility (as a division of Public Works and Utilities.) These steps are necessary in order to have the financial resource available to provide for continued growth and maintenance.

Plan Realization

- U Encourages expanded community participation in the planning process, and sets forth alternatives for ensuring the broad awareness and understanding of planning issues and the means for citizens to contribute their ideas and visions for the future.
- U Outlines policy guidelines for land use administration, capital improvements programming, concurrent infrastructure, and city annexation.
- U Ties an annual review process for the Comprehensive Plan to the preparation of the city's capital improvements program.
- U Calls for the creation of "benchmark indicators" for use in gauging how well the Plan's Vision and policy directives are being met. Benchmark indicators would be developed as part of the Plan's implementation. The indicators should reflect population growth and demographic change, employment expansion, development trends (including residential, commercial and industrial growth), environmental policy considerations, and other pertinent planning factors.

CONCLUSION:

The new Comprehensive Plan provides new directions for Lincoln and Lancaster County, while continuing many key policies of the past that have served the community well. The proposed Comprehensive Plan represents a careful balance between many interests: economic, environmental, preservation, transportation, small towns, agriculture, acreages and new development, to name just a few.

The Comprehensive Plan, after adoption, will change over the years. As time passes, new factors will be introduced, the projections and assumptions of the Plan will be monitored. Updates and alterations will be made as needed.

The Plan provides a very large area for future growth. Over 80 square miles (Tier I and II) have been specifically designated to provide ample room for future expansion of the City. The Tier I future service limit line is meant to expand in the future, as the community expands. Urban growth can be positive for Lincoln and for Lancaster County. However, this growth must be fiscally responsible and take into account the needs of existing neighborhoods, the environment and other communities in the County.

The Planning Commission will undoubtedly make some changes to the Plan. Prior to forwarding the Plan to the City Council and County Board, several minor editorial corrections need to be made. Also, changes made in one section of the Plan by the Planning Commission may require updating other sections of the Plan for consistency.

For the past 50 years, our community has come together to blend different opinions and goals into a common vision for the future. The February draft of the Comprehensive Plan contains many exciting new elements for the future while retaining many policies and principles that have served us well for decades.

The Comprehensive Plan provides a balance -- balancing and directing growth and development opportunities in multiple directions, balancing economic development and environmental stewardship and balancing the needs of new and existing neighborhoods.

RECOMMENDATION: **Approval**, with the following additions to the February 6, 2002 draft.
Kathleen A. Sellman, AICP
Director of Planning

1. In order to more fully acknowledge the work of several groups that contributed to the development of the Comprehensive Plan, add the following text to the Plan Realization section on page F 160, after the section on subarea plans:

“Contributing Planning Efforts

During the preparation of this Comprehensive Plan, several contributing planning efforts were completed in support of the overall comprehensive planning process. These efforts involved an overall planning committee and four subordinate working groups (work products noted):

- C Comprehensive Plan Committee, Draft City County Comprehensive Plan (February 6, 2002)
- C Mobility and Transportation Task Force, Draft Mobility and Transportation Sections of Comprehensive Plan (December 7, 2001)
- C Economic Futures Task Force, Final Task Force Report (August 24, 2001)
- C Steven Creek Basin Initiative Task Force, Planning Guidelines and Summary Report (April 2001)
- C Infrastructure Financing Study Advisory Committee, Advisory Committee Final Report (January 8, 2001)

All of these bodies were composed of citizens from throughout the city and county. The ideas, concepts, visions, and thoughts from all of these groups were drawn upon in the crafting of this Plan. The reports they issued were reviewed and their work is embodied throughout this document – ranging from the use of various planning concepts and guidelines to specific programs and strategies. The contribution of these groups to the Plan’s creation is gratefully acknowledged.”

2. Add the following text (which was inadvertently left out of the Plan) to the Plan Realization section on page F160 at the end of the section on Annual Plan Status:

“In order to monitor the progress in attaining several of the goals and base assumptions for the new Comprehensive Plan, a variety of information will need to be reviewed annually. This information

will be obtained from various sources in order to look at a broad range of indicators. The goals and assumptions to be reviewed include items such as: multi-directional growth; 1.5% annual population growth; 2.0% annual commercial employment growth; 2.5% annual industrial employment growth; 90% of County population in Lincoln; increased funding for maintenance and; accelerated infrastructure improvements.

No single indicator, in a single year, provides clear evidence of significant variation from the goals and assumptions. Instead, many indicators should be used to determine any change after at least a three year period.

If after three years, as part of the Annual Review of the Comprehensive Plan, it is determined that the community is deviating significantly from what is assumed in the Plan and that this trend can be reasonably expected to continue, then the following would occur:

- C The Planning Director will forward a report to Planning Commission, for recommendation to City Council and County Board, to determine whether an immediate update of the phasing, infrastructure, and financing components of the Comprehensive Plan should be completed **within 6 months** to reflect greater or lesser growth rate assumptions.
- C If the Council and Board determine that an immediate update is needed, the Planning Department will work with the public and other City and County departments to determine which items should be changed. If growth accelerates significantly, some Tier II areas should be moved into Tier I and the transportation and infrastructure plans revised accordingly. A Comprehensive Plan Amendment reflecting these proposed changes will then be prepared.”

3. Add the following to the description of Community Form Section, page F 34, to the description of Tier II Areas in order to provide more detail on the planning process for the Tier II area:

“TIER II PRIORITY AREAS

The Plan's premise is that within the next ten years, if the anticipated growth expectations occur, additional areas from Tier II will be added to Tier I. Such change would include amending the Future Service Limit accordingly to reflect the new 25 year planning time frame. For example, in the year 2009, an update of the plan could be completed, with a future service limit for the year 2035, and the Tier I and II areas changed accordingly.

The Tier II Priority Areas map displays approximately 16 square miles of Tier II that should be first considered for addition to Tier I. Development will not take place in these areas while they are designated as Tier II. Designating the priority areas to move eventually to Tier I will aid in infrastructure planning and the orderly development of the community.

To support this objective, a “Public Infrastructure Investment and Growth Strategy” will be prepared for all of the Tier II area. This Strategy should be completed for public review within three years from the adoption of this Comprehensive Plan. The Strategy’s purpose is to layout the community’s long term infrastructure requirements and growth objectives allowing for the eventual

urbanization of the entire Tier II area. The public services to be considered as part of this process should include streets and highways, water, wastewater, watershed management, public transit, parks, open space, trails, schools, libraries, and other public services.

The process for formulating this strategy should begin with the crafting of "Planning Guidelines" for all drainage basins included in the Tier II area. These Guidelines have already been developed for the Stevens Creek Basin. The Stevens Creek Basin Planning Guidelines should serve as the template for creating the Guidelines for the other basins encompassed in Tier II.

Once Planning Guidelines have been completed for each basin, a unified strategy for urbanizing Tier II would be prepared. This unified Strategy would contain sufficient detail to describe the following for each basin within Tier II:

- C General form and character of urban growth
- C Major transportation facilities, including streets, highways, trails and pedestrian ways, and potential transit corridors
- C Key environmental features and plans for sustaining their long term viability
- C Locations for opens space, parks, and natural areas
- C Major water, wastewater and storm water system requirements
- C Schools and educational facilities
- C Means for addressing transitional issues as land is converted from agricultural to urban uses"